

From boatanchors@theporch.com Wed Dec 21 10:43:58 1994
Date: Wed, 21 Dec 1994 09:09:46 -0600
Message-Id: <Pine.SGI.3.90.941221100039.5969A-100000@umbc7.umbc.edu>
From: Bill Robie <robie@umbc.edu>
Subject: A New Wrinkle to Wrinkle Paint Thread

Ok ... it seems that we now have several different approaches to applying a new coat of wrinkle paint, but the underlying themes seem to be about the same. Here's a new question:

Have any of you ever done *repairs* to a wrinkle paint finish? (I have not ... all my experience was with aircraft cockpit components and I would completely re-do those).

I've got an RAL-7 that has still got a pretty good looking original paint job on the face and sides, but there are some long scratches on the top. I can re-paint the cabinet easily enough, but also considered leaving it in the original, but trying to spray some wrinkle paint into a container, then brush it onto the scratches and hit it with a hair dryer -- suggestions? Comments? Experiences?

From boatanchors@theporch.com Wed Dec 21 12:43:17 1994
Date: Wed, 21 Dec 1994 11:04:19 -0600
Message-Id: <9412211731.AA119326@csemail.cropsci.ncsu.edu>
From: rdkeys@csemail
Subject: Re: A New Wrinkle to Wrinkle Paint Thread

>
> Ok ... it seems that we now have several different approaches to
> applying a new coat of wrinkle paint, but the underlying themes seem to
> be about the same. Here's a new question:
>
> Have any of you ever done *repairs* to a wrinkle paint finish? (I have
> not ... all my experience was with aircraft cockpit components and I
> would completely re-do those).
>
> I've got an RAL-7 that has still got a pretty good looking original paint
> job on the face and sides, but there are some long scratches on the top.
> I can re-paint the cabinet easily enough, but also considered leaving it
> in the original, but trying to spray some wrinkle paint into a container,
> then brush it onto the scratches and hit it with a hair dryer -- suggestions?
> Comments? Experiences?
>

A technique that I have used quite effectively for small dings and scratches of various kinds on military surplus wrinkle finishes, in order to preserve as much of the original finish as possible, is to take a fine or broad tipped Sharpie TM black indellible marking pen (depending upon the size of the ding or scratch) and simply ink over the damaged area. Done carefully, and using several thin coats, it completely blackens any damaged area and ``camoflages'' it against the original background. Whether or not the purists amongst us shriek in horror, I feel that it is a good, simple fix for the dinged original wrinkle finishes, if carefully done and not used to extremes.

Bob

```
*****
* 73 TU SU VA DE NA4G      ``Boat Anchor Bob'', an ol' CW fart. *
*****
* Morse has been in the family for over 100 years.          *
* Morse radiotelegraphy (Spark/CW) has been in the family since 1914. *
*****
* May you have fair winds and following seas on your watch at the key. *
*****
```

From boatanchors@theporch.com Wed Dec 21 12:43:23 1994
Date: Wed, 21 Dec 1994 11:10:10 -0600
Message-Id: <Pine.3.89.9412211000.A8921-0100000@IndyNet>
From: "Roberta J. Barmore" <rbarmore@IndyNet.indy.net>
Subject: Re: A New Wrinkle to Wrinkle Paint Thread

On Wed, 21 Dec 1994, Bill Robie wrote:

> ...Here's a new question:
>
> Have any of you ever done *repairs* to a wrinkle paint finish? [...]
>
> I've got an RAL-7 that has still got a pretty good looking original paint
> job on the face and sides, but there are some long scratches on the top.
> I can re-paint the cabinet easily enough, but also considered leaving it
> in the original, but trying to spray some wrinkle paint into a container,
> then brush it onto the scratches and hit it with a hair dryer -- suggestions?
> Comments? Experiences?

I shall no doubt be publicly excoriated and burnt at the stake for this (filet mignon, please,), but I had good luck using model paint on my battered old Vibroplex bug (not a collectable--no nameplate and the plain' ol' version). I used a toothbrush and stippled the very thick paint on, which hid the scratches and blobs of various-colored paint it

had picked up.

It's not elegant, but it worked.

73,

--Bobbi

From boatanchors@theporch.com Wed Dec 21 22:56:21 1994

Date: Wed, 21 Dec 1994 21:24:21 -0600

Message-Id: <941221222444_4306459@aol.com>

From: DUBE135@aol.com

Subject: Re: An Un-Touched ART-13

Isn't the ART-13 the radio that once had the reputation of being the world's best TVI generator???

73,

Dube Todd

AB5AP

<dube135@aol.com>

From boatanchors@theporch.com Wed Dec 21 12:26:40 1994

Date: Wed, 21 Dec 1994 10:55:45 -0600

Message-Id: <9412211658.AA24848@sumter.awod.com>

From: wb4ijn@awod.com (Steve Thomason)

Subject: Another paint experience

I recently painted a cabinet to a HQ-120 and used Rust-O-Leum (spelling?) Barbeque Grill High Temperature Black. It looks great! Of course it is not wrinkle finish, but I find its appearance to be what I would expect an equipment cabinet to look like.

Takes forever to dry, however. It took several days for the paint to REALLY dry to the touch.

73, Steve, WB4IJN

Internet: wb4ijn@awod.com

Packet: WB4IJN@N4CII

From boatanchors@theporch.com Wed Dec 21 08:39:24 1994

Date: Wed, 21 Dec 1994 07:08:08 -0600

Message-Id: <9412210658.aa10905@jackatak.theporch.com>

From: List Admin/Owner BoatAnchor Mail List <listown@jackatak.theporch.com>

Subject: Are back issues of the BA-DIGEST available?

OK Gang-

Someone has raised the question, and I think this may be worthy of some discussion... Life is different here since the list came home to roost -- I haven't had time to squat behind the tree! ;^)

I have been archiving the list and have a full set since March 1993 (the first 71 posts were consumed in an accidental reactor fire, but safety precautions and new technology has prevented a recurrence! ;^)

The archive is five 1.44MB floppies, zipped, and rapidly headed for six. I have been doing this by hand, and build the index by hand. I am through September 1994 right now, I have October culled off and nearly ready, but the list migration project has kept me (and the elves) real busy.

Given that the archive takes about 20MB+ through September, we can't expect Phil to devote that much system resource (and it grows all the time ;^) to maintaining an ftp for our archives. So, we need a solution. My hands are filling up with the list owner job. I get about 250K of list maintenance mail daily: much is throw-away, but I have to deal with each message and then handle the problems that come up.

What does the collective "Glow-In-The-Dark Gang" think about a solution? List traffic for discussions will be OK for a bit, but if we hit some ideas, I can build an archiver-list for further discussions.

-----8><-----

Date: Wed, 21 Dec 1994 05:58:59 -0500
>From: Michael Crestohl <mc@shore.net>
To: listown@jackatak.theporch.com
Subject: Are back issues of the BA-DIGEST available?

Hi Jack:

I would like to know if back issues of the BA-DIGESTS will be available and if so if it will be automated? Also would like to know if there will be a separate index to the articles file and what will the update procedure be?

This is great stuff and most of it should be preserved for posterity and future reference.

Is there any way we can build up a collection of .gif files of schematics and other such stuff?

Good luck on taking over the list. We (the faithful readers) know it's in good hands.

Michael

PS: Timmy says YAYALLL00000000!!!!!!

PPS: You may post this to the list if you feel its relevant.

-. .
/ \ . .
/ \ . .
-/- Michael Crestohl KH6KD/W1/-\---/-\---/---\-----/----\--mc@shore.net-\--
\\ / \ . .
\\ / \ . .
\\ / \ . .

From boatanchors@theporch.com Wed Dec 21 10:13:15 1994

Date: Wed, 21 Dec 1994 08:36:59 -0600

Message-ID: <9412211501.AA119098@csemail.cropsci.ncsu.edu>

From: rdkeys@csemail

Subject: Re: Are back issues of the BA-DIGEST available?

>
> OK Gang-
>
> The archive is five 1.44MB floppies, zipped, and rapidly headed for
> six. I have been doing this by hand, and build the index by hand. I am
> through September 1994 right now, I have October culled off and nearly
> ready, but the list migration project has kept me (and the elves) real
> busy.

I would like a copy of these for reference, and am willing to store a set on my email machine. It is not publicly ftp accessable, but I have that amount of space easily that could handle a growing set of zipped disks, where each disk was 1-4 zip files.

>
> Given that the archive takes about 20MB+ through September, we can't
> expect Phil to devote that much system resource (and it grows all the
> time ;^) to maintaining an ftp for our archives. So, we need a
> solution. My hands are filling up with the list owner job. I get about
> 250K of list maintenance mail daily: much is throw-away, but I have to
> deal with each message and then handle the problems that come up.
>
> What does the collective "Glow-In-The-Dark Gang" think about a
> solution? List traffic for discussions will be OK for a bit, but if we
> hit some ideas, I can build an archiver-list for further discussions.

After the 3rd of the year, email me and tell me where I can pick up a temporarily stored set of files. If worst comes to worst, I can make a temporary directory on my email machine where you could upload one disk a day and I could move it elsewhere.

Bob
NA4G

```
*****
* Robert D. Keys, Assoc. Professor, Seed Research      *
* Department of Crop Science                         *
* Box 7620, North Carolina State University          *
* Raleigh, NC 27695-7620                            *
* Tel: (919) 515-4071                             *
* Email: rdkeys@csemail.cropsci.ncsu.edu        (departmental) *
*           rdkeys@unity.ncsu.edu                   (campus)    *
*           rdkeys@seedlab2.cropsci.ncsu.edu       (laboratory) *
*****
```

```
*****
* 73 TU SU VA DE NA4G           ``Boat Anchor Bob'', an ol' CW fart. *
*****
```

* Morse has been in the family for over 100 years. *

* Morse radiotelegraphy (Spark/CW) has been in the family since 1914. *

```
*****
* May you have fair winds and following seas on your watch at the key. *
*****
```

From boatanchors@theporch.com Wed Dec 21 14:39:00 1994

Date: Wed, 21 Dec 1994 13:04:12 -0600

Message-Id: <9412211900.AA19004@texan.frc0.com>

From: bill@rosevax.rosemount.com (William Hawkins)

Subject: Distribution of Archives

Large binary files can be sent as groups of <64Kb mail messages. This was done to send Microsoft Word documents to members of a standards committee. I have the software for Unix machines (it uses standard Unix functions). The routines are splitmail and gathermail. Splitmail takes a filename and a list of recipients as its arguments. It splits the binary file, uuencodes the fragments, and mails them to the list of recipients. Gathermail takes the series of saved mail message file names as its arguments. It uudecodes the fragments and assembles them into the original binary file.

Our machines do not seem to have a 64Kb limit on mail anymore. I don't know what it is, but I've gotten messages near a megabyte long.

It's essential to have compression. I have Unix compress and pkzip, but I don't know if that's common in this group.

If there's enough interest, I'd be willing to handle storage and mailing of the archive. I can't make the file available via ftp or anything like that. I might even be able to look up and mail specific parts of the archive, if the load is reasonable.

Jack, if you can uuencode one of those 1.44 meg disks (or a smaller part of it, if it's in parts) and mail it to bill@rosemount.com, we can test the mail capacity.

Bill Hawkins

From boatanchors@theporch.com Wed Dec 21 15:04:00 1994
Date: Wed, 21 Dec 1994 13:30:33 -0600
Message-Id: <9412211957.AA119628@csemail.cropsci.ncsu.edu>
From: rdkeys@csemail
Subject: Re: Distribution of Archives

>
> It's essential to have compression. I have Unix compress and pkzip,
> but I don't know if that's common in this group.
>
> If there's enough interest, I'd be willing to handle storage and
> mailing of the archive. I can't make the file available via ftp or
> anything like that. I might even be able to look up and mail specific
> parts of the archive, if the load is reasonable.
>
> Jack, if you can uuencode one of those 1.44 meg disks (or a smaller
> part of it, if it's in parts) and mail it to bill@rosemount.com, we
> can test the mail capacity.
>
> Bill Hawkins
>

I would suggest that you use gnuzip (available for unix or PC, without any constraints anywhere). Gnuzip the disk as one file, uuencode it and mail it out. Gnuzip is available from the source at prep.ai.mit.edu, or wherever their current repository is, and should be also available in the PC and Unix archives around the country.

An alternative format would be a monthly file or a quarterly file done similarly.

If you have time, try one to me rdkeys@csemail.cropsci.ncsu.edu and I will see if I can set up a spare archive. Compress it on unix, zip it on dos, or whatever, then uuencode and email to me.

Let us not lose our precious boatanchors archives. We have its history to preserve for those that follow us.

Bob
NA4G
rdkeys@csemail.cropsci.ncsu.edu

From boatanchors@theporch.com Wed Dec 21 15:20:46 1994
Date: Wed, 21 Dec 1994 13:46:54 -0600
Message-Id: <9412211946.AA03664@red-eft.la.ca.us>
From: "Hugh D. Stegman" <driver8@red-eft.la.ca.us>
Subject: Re: Easy dig.freq. display for TR4-C

Thanks very much for the TR-4 digital counter info. I haven't transmitted this way, needless to say.

I think that later on Drake actually made a digital display for these radios, that probably functioned about the way you describe.

A poor man's version would be to zero-beat the oscillator signal on a nearby digital HF set. Come to think of it, that's more a rich man's version.

Merry,

Hugh NV6H

From boatanchors@theporch.com Wed Dec 21 13:59:51 1994
Date: Wed, 21 Dec 1994 12:22:28 -0600
Message-Id: <Pine.ULT.3.91.941221101709.14156A-100000@ohm.elee.calpoly.edu>
From: Cal Eustaquio <cceuqu@ohm.elee.calpoly.edu>
Subject: Re: Johnson Navigator

Nick:

I am working on a resto method to duplicate the original meter that the old Navigator had. Apparently, I was looking around in my local electronics supply and "Shure enough" (pardon the pun) they had the Shure meters in various ampere and voltage ratings. I do have a spare bad meter that I am considering gutting for the EFJ logo/scale but a good color copier will make several copies of these and the meter itself may require shunting to get to the original spec but you will essentially have a new meter. But I will keep the Nav for now. I'll keep ya posted. Cal, N6KYR.

On Wed, 21 Dec 1994, Nick England wrote:

>
> any chance you want to sell or trade the Navigator you successfully bid on
> in the CMU auction ? Or better yet, do you have a spare Navigator meter ?
> I have a Navigator in very nice shape except for not having the original
> meter.
>
> p.s. welcome to "boatanchors"
> Nick KD4CPL
> nick@cs.unc.edu
>

From boatanchors@theporch.com Wed Dec 21 08:12:10 1994
Date: Wed, 21 Dec 1994 06:37:43 -0600
Message-Id: <9412211235.AA17816@postoffice.rfc.comm.harris.com>
From: emg@adm01.rfc.comm.harris.com
Subject: Most Complicated RX

All good nominations; 392's, WRR-2 (Wow, there's one), worked an many R-1051 and T-827 "chain drive" radios, but those are nothing compared to my favorite. Uze guys havn't tackled anything until trying to repair a 1936 Philco telephone dial remote controlled console !!!! This was Rube's Doctorate project! Happy Holidays. Ed K2MP @ Rochester

From boatanchors@theporch.com Wed Dec 21 14:02:58 1994
Date: Wed, 21 Dec 1994 12:30:11 -0600
Message-Id: <m0rKUZn-0007PTC@beacons.cts.com>
From: Kevin Sanders <kevin@beacons.cts.com>
Subject: Re: Most Complicated RX

> Uze guys havn't tackled anything until trying to repair a
> 1936 Philco telephone dial remote controlled console !!!! This was Rube's
> Doctorate project! Happy Holidays. Ed K2MP @ Rochester

That reminds me of an old TV receiver I remember--could have been a Philco--it had a button for each VHF channel arranged in a telephone-dial pattern and a motorized remote-controlled channel-changer. Is this what you're talking about? The one I'm thinking of was 50's vintage though.

73,
Kevin KN6FQ

From boatanchors@theporch.com Wed Dec 21 12:09:40 1994
Date: Wed, 21 Dec 1994 10:36:26 -0600
Message-Id: <9412200908.D8515cG@dconcepts.com>
From: dmedley@dconcepts.com
Subject: New Member

Hi gang. I have just discovered this news group and am delighted to have done so.

I have been a Ham since 1937 operating first in Australia. I have held licenses in Singapore, Ivory Coast and Brazil and currently hold a valid VK licence (VK2IMJ) as well as my US licence (KI6QE).

I have collected Communications receivers for the past 20 years and at one time had over 50 pieces. However when we left Dallas 8 years ago I donated the bulk of this collection to the National Broadcast Museum but as I understand it they never used any of it and it is still in storage someplace. I wish now I had kept the radios!!

Anyway I still retained a few of my favorite radios including Hallicrafters SX9,28,42 and 62, National SW3,4 and NC100 and a Navy HRO, Hammarlund 180, Grebe 22S, Pilot Wasp and Super Wasp as well as a few B/C receivers by Atwater Kent, Philco, Grebe.

At present I am searching for a Hallicrafters S1,2,3,4 and would be interested to hear from somebody who has one or knows where one is.

My nomination for the Rube Goldberg competition is The Collins Radio Company. This company must have designed and built more mechanically complex radios than all the rest put together. R390,391,392 ART13 plus all the varieties of autotune transmitters built during WW2 and after. The 51S was not in the same league but is still a complex little radio in its own right.

(I worked for Collins/Rockwell for 20 years).

Thats my contribution for today and I look forward to participating in this group.

73 de Dave

From boatanchors@theporch.com Wed Dec 21 14:21:50 1994

Date: Wed, 21 Dec 1994 12:46:29 -0600

Message-Id: <941221184318_71333.144_DHQ56-3@CompuServe.COM>

From: don merz <71333.144@compuserve.com>

Subject: Nominations...

Rube Goldberg radios....well, asuming that we throw out all the CAM-driven, threaded rod nightmares that Collins built--since they are probably in a class by themselves--then I have two nominations.

The National NC-200: Pull out the tuning knob and turn to change bands (this moves a rack of coils along two slides on the underside of the chassis)... and then push the knob back in to use it to tune the selected band!

The Military Collins (who else would build it!) ARR-15: The band change knob moves a series of long rods that actuate other rods that move sliding switches into the correct position to select a given band. VERY delicate looking and bizarre.

Fianlly, of course, though not a radio, the National PW-style dial has to get an honorable mention. Whaddaya mean the number in the little window changes as you turn the dial?

From boatanchors@theporch.com Wed Dec 21 17:08:52 1994
Date: Wed, 21 Dec 1994 15:27:11 -0600
Message-Id: <01HKWUOK0DK2ASN03M@ACAD.FANDM.EDU>
From: CCS_MAH@admin.fandm.edu (Mark Hemlick Ph. D.)
Subject: RE: poor man's dig. display

Hi Hugh, and thanks for the reply. You wrote:

>A poor man's version would to zero-beat the oscillator signal on a nearby
>digital HF set. Come to think of it, that's more a rich man's version.
>
>Merry,
>
>Hugh NV6H

That's sure true! And this frequency-counter display scheme is great for us scroungers who want to get as much as possible for next to nothing. You only need a counter that reads up to 6 mhz. and there are a number of older benchtop units at fleamarkets and auctions. I got mine, an HP 225 mhz model at an auction for \$25. Four other 80 mhz HP units went for \$11 each!

So, if you want to tinker, you don't need an expensive dc-5 ghz model. And with a BA, you can tinker 'cause you can see the parts!

Happy holidays and

73 Mark KA3LFG

From boatanchors@theporch.com Wed Dec 21 15:38:49 1994
Date: Wed, 21 Dec 1994 14:04:36 -0600
Message-Id: <Pine.SUN.3.91.941221144020.19720A-100000@access4.digex.net>
From: Tony Stalls <rstalls@access.digex.net>
Subject: Purists v. Obsessive Compulsives

On Wed, 21 Dec 1994 rdkeys@csemail.cropsci.ncsu.edu wrote:

> Whether or not the purists amongst us shriek in horror, I feel that it
> is a good, simple fix for the dinged original wrinkle finishes, if
> carefully done and not used to extremes.

Addressing a couple of comments about the "purists" being horrified,

consider that the scratch or other blemish that we're addressing is something that represents a partial destruction. Honest wear is one thing, but damage, like a scratch, is something else. Anything that camouflages the flaw is a plus.

In the case of my BC-348, it was complete, but had obviously been in the weather for years. Most (80-plus percent) of the finish was gone from both the panel and the cabinet. Otherwise, I would have never considered a repaint.

A "proper" restoration requires returning the item to a NIB condition. Evidence the Smithsonian's Air & Space Museum's technique on aircraft. They virtually totally disassemble the aircraft (remove rivets, skin, etc.), and essentially rebuild it. Reproduced parts are marked as such. The process takes a very long time.

I've envisioned getting a junker BA and essentially building it from scratch (e.g. stripping panels, silk-screening, cabinets, chassis plating, etc.) to the point that it looks and works like it did the day it came off the assembly line. Are there any obsessive compulsives out there like me who've even remotely considered doing something like that?

73,

Tony
K4KY0

From boatanchors@theporch.com Wed Dec 21 16:19:31 1994
Date: Wed, 21 Dec 1994 14:43:35 -0600
Message-Id: <9412212110.AA119801@csemail.cropsci.ncsu.edu>
From: rdkeys@csemail
Subject: Re: Purists v. Obsessive Compulsives

>
> On Wed, 21 Dec 1994 rdkeys@csemail.cropsci.ncsu.edu wrote:
>
>> Whether or not the purists amongst us shriek in horror, I feel that it
>> is a good, simple fix for the dinged original wrinkle finishes, if
>> carefully done and not used to extremes.
>
> Addressing a couple of comments about the "purists" being horrified,
> consider that the scratch or other blemish that we're addressing is
> something that represents a partial destruction. Honest wear is one
> thing, but damage, like a scratch, is something else. Anything that
> camouflages the flaw is a plus.

I would agree on most minor dings and scratches.

>

> In the case of my BC-348, it was complete, but had obviously been in the
> weather for years. Most (80-plus percent) of the finish was gone from
> both the panel and the cabinet. Otherwise, I would have never considered
> a repaint.

If something is totally losing its coat and hence of very poor quality to begin with, then almost any sort of good rebuild is proper. On most of the things I use, the paint is in reasonable shape, so just touchup is needed mostly. For those items of well shot consistency, then there are two questions that arise --- 1) do we want to R/R it back to prime pristine NIB condition, or 2) do we want to get it running again in some working but reasonable sort of condition. For 1), only the purist's approach is proper. For 2), anything that we can do to restore the FUNCTIONALITY of the piece is proper. Collectors tend to hover around 1) while users tend to hover around 2). If the piece is uncut/modified and generally all there, I tend to stick with 1). If the piece has been thrashed/bashed/cut to hades and back with mods, then I usually run 2). If the piece is particularly rare, I point to 1). If it is very common, then I may point to 1) or 2) depending upon condition, and my conscience at the time. I try to remember that we are temporary custodians of the hardware, at least for the time I have left to play with it.

>

> A "proper" restoration requires returning the item to a NIB condition.
> Evidence the Smithsonian's Air & Space Museum's technique on aircraft.
> They virtually totally disassemble the aircraft (remove rivets, skin,
> etc.), and essentially rebuild it. Reproduced parts are marked as such.
> The process takes a very long time.

This is the ideal way to go, but sometimes because of replacement parts availability, etc, it becomes very difficult, and may lead to just doing cosmetics on the external, and whatever is appropriate on the internals, especially if the piece is to play rather than just look at.

>

> I've envisioned getting a junker BA and essentially building it from
> scratch (e.g. stripping panels, silk-screening, cabinets, chassis plating,
> etc.) to the point that it looks and works like it did the day it came off
> the assembly line. Are there any obsessive compulsives out there like me
> who've even remotely considered doing something like that?

I would love to do this for the most ancient and venerable IP-501A. A strong second candidate for this would be the Silver-Marshall Around-the-world-four receiver of 1932. It is a classic piece for amateur use. A third would be the 1927 RCA AR-1496(?) trf regen commercial short wave receiver.

These pieces are so scarce that repros are appropriate if clearly marked. I have a good collector friend in town that has the original Silver-Marshall, and we just missed a perfect repro of one done by a guy in Greensboro, NC a few years back. It was an excellent copy.

If there were sufficient interest to warrant a semi-private commercial production run, then something like the venerable BC-348 would be instant dejavu. But, some of the parts like dial drives and the like, are almost impossible to redo currently, because of labor cost. Most of us general boatanchorites just are not that well heeled.

Maybe there should be interest in an Internet Boatanchor Classic Repro of something not too difficult to machine and build. Substitution of modern parts (like octal relay sockets for breadboard sockets) would be appropriate. The tuning condensers and audio/rf interstage transformers would be a bit of a problem, although TRIAD/UTC might make a custom run if there were a run of say 1000 units. I roll my own RF/IF stuff from black pvc pipe, usually, and that works fine at lower HF.

If I had my druthers, I would love to see a GOOD repro trf regen of USABLE quality and classic lines, as well as a companion transmitter for 160/80/40, using something like a 6SK7 vfo, a pair of 6V6/6L6 buffer and multiplier stages, and a set of three 6V6/6L6 paralleled for the final. Roll yer own coils would be appropriate, and the basic chassis could be set up, leaving the builder to make a power supply of 250-350 vdc for powering the beast. Sounds like a good design project for over the coming holidays.

>
> 73,
>
> Tony
> K4KYO
>
>
>

Gee, we are thinking too hard, but it is fun, yes?

73
Bob

* 73 TU SU VA DE NA4G ``Boat Anchor Bob'', an ol' CW fart. *

* Morse has been in the family for over 100 years. *
* Morse radiotelegraphy (Spark/CW) has been in the family since 1914. *

* May you have fair winds and following seas on your watch at the key. *

From boatanchors@theporch.com Wed Dec 21 20:22:32 1994
Date: Wed, 21 Dec 1994 18:51:22 -0600
Message-Id: <Pine.SGI.3.90.941221194430.5939B-100000@umbc7.umbc.edu>
From: Bill Robie <robie@umbc.edu>
Subject: Re: Purists v. Obsessive Compulsives

On Wed, 21 Dec 1994, Tony Stalls wrote:

> Addressing a couple of comments about the "purists" being horrified,
[...]
> A "proper" restoration requires returning the item to a NIB condition.
> Evidence the Smithsonian's Air & Space Museum's technique on aircraft.
> They virtually totally disassemble the aircraft (remove rivets, skin,
> etc.), and essentially rebuild it. Reproduced parts are marked as such.
> The process takes a very long time.

And even at that, the museum is frequently accused of "over-restoring" aircraft -- meaning that some of them *never* looked that good when they were brand new! If they allowed the paint on an aircraft to deteriorate to the point that most BA folks would wait before refinishing the item, the public would raise a hue and cry that the plane was being neglected. Most folks who go int the NASM *expect* to see bright, shiny, old airplanes, and, until very recently, the trend was to feed the public what they ask for. If I were to take the NASM approach to the RAL-7, I'd probably have the stripper all over it already.

From boatanchors@theporch.com Wed Dec 21 20:19:40 1994
Date: Wed, 21 Dec 1994 18:47:22 -0600
Message-Id: <9412220046.AA03764@kali>
From: wallace@jericho.mc.com (Andy Wallace)
Subject: R-390A filters -- in xistor rigs?

Apparently the mechanical filters in our venerable 390As are at 455 kHz. Has anyone ever tried retrofitting these filters (available from Fair Radio at Fairly Reasonable Prices) to another rig with a 455 kHz I.F.? I was thinking primarily of my Icom R71A, which has woeful selectivity in the Wide position.

What sort of compensating/matching circuit should be used?

--Andy

(wallace@mc.com)

From boatanchors@theporch.com Wed Dec 21 22:55:18 1994

Date: Wed, 21 Dec 1994 21:15:54 -0600

Message-Id: <ECLL1338.ECLL1350@mail.admin.wisc.edu>

From: TOM.A.ADAMS@mail.admin.wisc.edu

Subject: Re. CONELRAD Revisited

to: boatanchors@ThePorch.com

Greetings, Troops!

During the big, bad changeover (KER-CHUNK!) this message seems to have been lost in the shuffle.

//////////////////////////////

With all the talk about EBS of late, it's appropriate for me to kick in my two cents.

This past week, we blew our yearly State level EBS test.

Everyone knew weeks in advance that the test was coming within a 1 week span, but nobody knew the exact time or date. About ten minutes before the "emergency" message, there was a "warning" message sent to alert the gang that the Big One was on it's way (how many emergencies give you a 10 minute advance notice?).

It all went bad when the DJ at the CPCS-1 (Common Program Control Station, the point where the emergency programming gets injected into the system) failed to activate the EBS tones before the Big One. As a result, nobody's EBS receiver unmuted. When the state Office of Emergency Government did thier message, very few stations got it on the air; I suspect that the few who DID were those who were too lazy to remute thier radios after the "warning" message.

To paraphrase Mr. Rogers; "Boys and girls, can you say SNAFU? How about FUBAR?" .

EBS in this State is traditionally a disaster; most every year the statewide test goes down the toilet, and the reason is almost always human error.

Luckily I was off duty for this one, but last time I was in the barrel for it. We managed to pull it off, but just barely (lotsa good luck involved, but the damned thing played).

A few years ago, when we first started having the statewide test, someone forgot to flip the switch that put the Office of Emergency Government phone line on the air; we sent tones, without the following message. The

switch, incidentally, was somewhat stupidly buried in the back of a 6 foot relay rack. That rack was in the middle of a small forest of 'em.

EBS, like the rest of Civil Defense in this country, is a damned joke.

How many of you remember the big "HATEFULNESS" flap some years ago?

For the benefit (and amusement) of the Young Pups on the echo:

One of the ways that EBS activation information at a National level gets to TV and radio stations is via the news wire service Teletype. Once a week, AP, Reuters, and (back before they went bankrupt) UPI would send a test message on the wire. This message would be preceded by ten bells; at that signal, the receiving operator would grab the infamous "Red Envelope", issued yearly by the FCC. The message text would contain an "authenticator word" to prove that the message was a valid one. The words for test messages are on the outside of the envelope. If anything else comes up, you open the envelope and check the sheet inside for the authenticator word for the current date.

Imagine, if you will, the transmission center of an unnamed wire service. Sitting there is a punched tape transmitter/distributer, and on two pegs above it hang two perforator tapes. One tape is an EBS test message. The other is a REAL activation tape, containing the day's authenticator word.

You guessed it; somebody grabbed he wrong tape. The day's authenticator word, HATEFULNESS, went roaring out onto the preempted National distribution circuits in 60 WPM Baudot code, and it was obediently printed out by hundreds of radio and TV station Teletypewriters from coast to coast.

The effect was interesting; less than 25% of recipient stations took any action whatever in response to the message. A lot of stations didn't know until after the fact that an activation came in; a lot of stations stuck the noisy wire machine in a soundproof closet to keep down the racket level in the newsroom. At other stations the folks on duty hadn't the faintest idea WHAT in the hell they should do if EBS activated, so they just kept on spinnin' records or whatever.

I rather enjoyed the explaination that WIND-AM (Chicago, IL) gave it's listeners afterwards to justify it's inaction. They said that they "knew" that something was wrong with the system and the activation was an error (they didn't see fit to explain just HOW they gained this marvelous insight), so rather than needlessly upset the public by activating EBS they chose to just continue thier musical programming! Oh Boy... Break out the PR hipboots 'cause it's gettin' pretty deep around here!

WIND got away with it, as far as I know. You've gotta bear in mind tho that this was in Chicago, and THAT place has always been a bit strange. This

is the same place where a political hack moron of a Fire Commisioner, Robert J. Quinn, celebrated the Chicago White Sox winning the 1959 or 1960 Pennant (I forget which it was) by ordering the activation of all the air raid sirens in town at 2330! The panic that ensued caused the telephone system to break down from instant overload, and in some areas sent terrified people running into the streets. After the reaction to "War of the Worlds", Orsen Welles must have been pea green with envy that Quinn was able to do it on such a large scale. Maybe the reason for his success is that Martians aren't as scary as Russian ICBMs.

I once got my butt chewed by station management over EBS activation. One summer afternoon the local National Weather Service office began requesting (via thier computer data line) that EBS be activated; tornados were on the ground in the station's coverage area. At the time there was no clear policy from management on EBS activation. My Master Control Operator hastily put together a video crawl based on the computer data, and I pulled the trigger. The CPCS-1 went active with tones while the crawl was going out and my receiver unmuted; unfortunately, the weekend part time jock on duty there didn't know that he had to flip a switch to put his announcement on both the AM and FM. The FM, which we monitor, got tones followed by one minute or so of dead silence, while the warning blared out on AM only. A minute or so later we went hard down when storm damage took out the AC power lines for both our control room and the transmitter site.

It was kinda interesting when the Monday Morning Quarterbacks in management started to go over the incident; it seems that the station was NOT a voluntary participant in the EBS program (that's right, stations CAN and DO opt out of the system!).

The punch line of the whole thing was when I'd asked Programming / Operations for guidance at the time. I was told that I should hold EBS activation until the break between programs, otherwise those nasty tones would just RUIN the program continuity!!!

Sleep well, folks; Civil Defense and the broadcast industry are watching over you. Sleep well, and Rotsa Ruck, Charlie!

Mr. T., K9TA

From boatanchors@theporch.com Wed Dec 21 02:05:45 1994
Date: Wed, 21 Dec 1994 00:32:38 -0600
Message-Id: <m0rKJlx-0007PAC@beacons.cts.com>
From: Kevin Sanders <kevin@beacons.cts.com>
Subject: RT-91/ARC-2 for sale...maybe!

Hi gang,

I need to get some space back here, and in looking at the harbor (the room where I keep the boatanchors) I do have one anchor I could part with: a RT-91/ARC-2 transceiver. I haven't ever fired it up but it looks clean inside. Uses a PTO, operates CW, MCW, or voice (AM most likely), operates on 26.5VDC. Very impressive mechanically.

The ID plate has two parts: 52-918 and 548:COL. The xtal ID tag is dated 15 Jan 67.

I said "maybe" for sale because it's hard to part with any of my toys! But I will let it go if I get a decent offer. Also, shipping this beast would be a tough one--I think it's just over the UPS weight limit ;-)

Also, anyone on this list have an ARC-2 who's actually *used* it?
I still might change my mind ;-)

73,
Kevin KN6FQ

From boatanchors@theporch.com Wed Dec 21 07:37:55 1994
Date: Wed, 21 Dec 1994 06:07:13 -0600
Message-Id: <941221070336_3620325@aol.com>
From: JosephWP@aol.com
Subject: Re: RT-91/ARC-2 for sale...maybe!

Kevin,

There was a good article in Electric Radio a number of years back about the ARC-2. Walt Hutchens did an excellent job of describing the set and both its strengths and weaknesses (mostly in the selectivity department due to the variable IF).

Joseph Pinner +
Lafayette, LA
KC5IJD

From boatanchors@theporch.com Wed Dec 21 10:13:05 1994
Date: Wed, 21 Dec 1994 08:39:38 -0600
Message-Id: <9412211506.AA119109@csemail.cropsci.ncsu.edu>
From: rdkeys@csemail
Subject: Re: RT-91/ARC-2 for sale...maybe!

>
> Hi gang,
>
> I need to get some space back here, and in looking at the harbor
> (the room where I keep the boatanchors) I do have one anchor I could
> part with: a RT-91/ARC-2 transceiver. I haven't ever fired it up

> but it looks clean inside. Uses a PTO, operates CW, MCW, or voice
> (AM most likely), operates on 26.5VDC. Very impressive mechanically.
>
> The ID plate has two parts: 52-918 and 548:COL. The xtal ID tag is
> dated 15 Jan 67.
>
> I said "maybe" for sale because it's hard to part with any of my toys!
> But I will let it go if I get a decent offer. Also, shipping this beast
> would be a tough one--I think it's just over the UPS weight limit ;-)
>
> Also, anyone on this list have an ARC-2 who's actually *used* it?
> I still might change my mind ;-)
>
> 73,
> Kevin KN6FQ
>

Kevin....

I might be interested after the holidays, if my bank account is still above zero, provided the dynamotor is still there, no significant mods are done, and hopefully a power input plug is still there.

Bob
NA4G

p.s. I have always wanted one of these since about 1970, but never found one that was not hacked up. Everything I run is on the original dynamotors, unmodified, so I be a bit of a stickler on that one.

Merry Xmas, etc., and may Santa bring you another boatanchor or two!

From boatanchors@theporch.com Wed Dec 21 16:19:23 1994
Date: Wed, 21 Dec 1994 14:45:26 -0600
Message-Id: <941221204151_71333.144_DHQ59-3@CompuServe.COM>
From: don merz <71333.144@compuserve.com>
Subject: Rube Revisited

One Rube I forgot: The Navy RDZ radio. This is a UHF set that included no fewer than 12 Collins autotune units (as used in the ART-13 and elsewhere). Changing channels would often set 9 of these in motion at once! You'd have to see it to believe it.

I know a guy in the mid-west that has one. I know he has it because it's the one that was offered to me new-in-the-crate for \$225. I turned it down because I draw the line at 1000 pounds--the RDZ checks in at just over

1300! Also, it's too fat to go onto a 30" door and I hate ripping out doorframes!

Definitely an aircraft carrier-anchor...

Another one: Let's not overlook the obvious--the venerable RCA military SRR-11, 12 and 13. I don't think any other radio used that style of dial--analog, backlit into a prism and mirrored onto a ground glass on the front of the set! How many sets do you see where "focusing" is part of the alignment procedure!

From boatanchors@theporch.com Wed Dec 21 19:39:52 1994
Date: Wed, 21 Dec 1994 18:08:23 -0600
Message-Id: <941221190352_4132406@aol.com>
From: JosephWP@aol.com
Subject: Re: Rube Revisited

>>>

Another one: Let's not overlook the obvious--the venerable RCA military SRR-11, 12 and 13. I don't think any other radio used that style of dial--analog, backlit into a prism and mirrored onto a ground glass on the front of the set! How many sets do you see where "focusing" is part of the alignment procedure!

>>>

Yes, but these are wonderful sets. I have two of them and would not part with them. They are not as sensitive or selective as my S-Line or 75A-4, but they are fun. And actually, the modular construction make servicing quite easy.

Joseph Pinner +
Lafayette, LA
KC5IJD

From boatanchors@theporch.com Wed Dec 21 13:54:42 1994
Date: Wed, 21 Dec 1994 12:21:39 -0600
Message-Id: <m0rKVQD-000040C@next3.acme.ist.ucf.edu>
From: clarke@acme.ist.ucf.edu (Thomas Clarke)
Subject: Seen on Misc.forsale

I saw this on misc.forsale, Reply to sender. It didn't sound like John needed to join boatanchors.

Has anyone heard of a group called "boatanchors" or similar title?
Supposedly
it sales used, old electronic equipment, such as test equipment. I
have a
friend who is selling Dumont oscilloscope and is looking for a good

board to
advertize.

John Ballard
jballard@miavx1.muohio.edu

From boatanchors@theporch.com Wed Dec 21 15:03:48 1994
Date: Wed, 21 Dec 1994 13:32:22 -0600
Message-Id: <9412211930.AA03473@kali>
From: wallace@jericho.mc.com (Andy Wallace)
Subject: Sharpie Marker touch-up

Yes, the Sanford Sharpie does a good job for mild touch-ups. I have used it for small scratches on my Drake tubers, but I've never tried it on a wrinkled set. You can tell it has been done -- it has a sort of coppery shine when you look at it at the right angle.

And from the Ethics Dept. -- of course I wouldn't keep such touch-ups a secret from prospective buyers.

--Andy
wallace@mc.com

P.S. -- I forgot who sent me the Drake 2-LF info earlier this year, but thanks again. I managed to find one (in the box) at the Rochester (Deerfield) NH flea this past Fall. Small plug-in that takes the place of the 2-AC calibrator, converts longwave up to 10M on the 2-A/2-B(probably 2-C) receivers.

From boatanchors@theporch.com Wed Dec 21 10:25:20 1994
Date: Wed, 21 Dec 1994 08:50:57 -0600
Message-Id: <9412211517.AA119161@csemail.cropsci.ncsu.edu>
From: rdkeys@csemail
Subject: Re: Strange Box

>
> I have a mystery box here.
>
> It's 7" long, 4.5"wide and 2 inches deep.
> It's painted OD Green wrinkle. It's hinged on one (short) side of
> the lid, with a latch on the other end. It's labeled:
>
> SIGNAL CORPS
> BOX CY-67/TRC-1
> (ser.#) 471 25711-PHILA-44-08
> MFD. BY RAULAND CORP.
>
> Any ideas?
> Thanks, Dave S. AB5S/7

>
>
>
>

The TRC-1 was a 70-100mhz fm vehicular set according to my TM-11-227 directory. I am not sure what the CY designator is. It may have been just a cord or accessory case for the unit. It may have been some sort of audio patching box for line to transmitter/receiver. It may have been some sort of junction box for hooking up power, audio, etc to the vehicle.

Bob

From boatanchors@theporch.com Wed Dec 21 11:57:58 1994
Date: Wed, 21 Dec 1994 10:25:58 -0600
Message-Id: <9412211624.AA03178@kali>
From: wallace@jericho.mc.com (Andy Wallace)
Subject: TR-4 digital

Hello, Mark, and everyone...

Not to poo-poo the idea too much, Mark, but I think one of the wonderful things about all the old Drake HF equipment -- back to the 1A I wish I had -- is readout to the kHz. I wish I had the R-4A I now own, back when I was hot 'n' heavy SWL DXing with a National HR0-50T1!! Ack. 5.0 - 5.1 MHz was about 1/4" of dial.

Anyway...hope you don't take offense, and glad to see another Drake fan on here.

(I lost my netfeed around the time of the big Drake List circulating here.)

--Andy
(wallace@mc.com)

From boatanchors@theporch.com Wed Dec 21 10:25:16 1994
Date: Wed, 21 Dec 1994 08:49:17 -0600
Message-Id: <01HKWG4LQ7V6ASM848@ACAD.FANDM.EDU>
From: CCS_MAH@admin.fandm.edu (Mark Hemlick Ph. D.)
Subject: TR4 Digital display: correction

Hi again to all.

The ol' brain was not fully engaged during my post about the digital display for the TR4. So, before we get a flood of corrections, I'll try to get it right.

I originally said:

>FREQUENCY CALCULATION: The TR4-C uses a subtractive mixing scheme on 80,
>40, 15, & 10 meters. Thus, the low end of the rig's tuning dial will

and then...

>Calculation for 20 meters is more direct, since the rig seems to use an
>additive mixing scheme on this band. Tuning dial frequency increases as the

This is only partly correct. The TR4 uses a subtractive scheme in the
pre-mixer for 40, 15, and 10 meters. The pre-mixer is not used for 80 & 20
meters and VFO output goes directly to the mixer where an additive scheme
is used for 80, and a subtractive scheme for 20.

All of this theory of operation isn't really needed to use a freq. counter
as a digital display, but I wanted to mention it for those interested in
TR4 trivia. The method I described for calculating frequency from the
counter display does seem to give accurate results. BTW, to _set_ a
particular frequency on 80, 40, 15 or 10 meters: add 5.5 to the number on
the band selector, subtract the desired operating frequency, and then tune
the TR4 so the frequency counter displays the result. For example, to set
3.824 mhz.: $5.5 + 3.5 - 3.824 = 5.176$. On 20 meters, simply tune to get the
desired # of khz. on the counter: 14.234 would be 5.234 on the counter.

73 Mark KA3LFG

From boatanchors@theporch.com Wed Dec 21 03:35:41 1994
Date: Wed, 21 Dec 1994 02:02:37 -0600
Message-Id: <199412210801.CAA12512@theporch.theporch.com>
From: bgraham@tecnet1.jcte.jcs.mil
Subject: WANTED: Heath HW16 &HG10

I'm looking for an HW-16 and HG-10.

73

Bill, N5LMX/DA1WG

From boatanchors@theporch.com Wed Dec 21 13:05:27 1994
Date: Wed, 21 Dec 1994 11:31:12 -0600
Message-Id: <9412210930.ZM4035@mechcad3.esd.sgi.com>
From: "Mark Glusker" <glusk@mechcad3.esd.sgi.com>
Subject: Wrinkle Wrevisited

There are some radios I own that have a wrinkle-finish front panel with lettering silkscreened on it (e.g. R388, AR-88). This is different from the old military sets (e.g. BC342?) that had raised lettering on an etched front panel - that's relatively easy to restore.

How did they do this without having the ink bleed into all those little wrinkles? Is it possible to screen the ink on before the paint wrinkles?

This seems implausible, and besides, the letters would then be wrinkled, which they aren't.